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PRIVATE RESIDENTS AT THE  
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# Hongkong Daily Press.

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Hongkong, 3rd October, 1906. n244

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Hongkong 2nd January 1907

## NOTICE TO CORRESPONDENTS.

Our communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed "communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VIEUX ROAD C.I.

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## The Daily Press.

HONGKONG, FEBRUARY 7TH, 1907.

COINCIDENTLY with the Inspecting Field Marshall, there arrived yesterday with other mail matter a copy of the Naval and Military Record, containing a timely and appropriate article on Great Britain's strategical position in the Far East, with particular reference to the safety, under certain conditions, of Hongkong. The writer, who adopts "Hulero" as his pen-name, deals chiefly with the naval situation, but his opinion of the military defences of Hongkong may be gathered from his opinion that, in the absence of a battle squadron, any attack "would be imminent, followed by the surrender of Hongkong, Weihaiwei, and probably Fiji and other possessions in the Pacific." We have referred to this article as timely and appropriate, but that is not to imply approval of its tenor and purport. It assumes too many things, and it is evidently the work of a prophet whose rashness has never had the advantage of being tested down by previous failures. But for one thing, it would be somewhat alarming, and cause us to hope that the Duke of Connaught as Inspecting Officer will look well beneath the surface of things here, to read that "Hongkong, though valuable as a base against any other nation in the world, is at present in an utterly inadequate state to hold out for even a short period after the naval abandonment of the China Seas, as the few cruisers we have at present in those waters would have to give way to

the smallest fleet of battleships." The one thing that reduces the shock of this disclosure of a state of affairs which the Duke of Connaught has presumably come to find out is that the writer does not seem to know more about the subject than any other man in the street. He is a pseudo-Blue-Water scholar, and apparently under the impression that Hongkong's sole means of defence are "the few cruisers we have at present." But apart from that issue—on which the Duke of Connaught will more expertly advise the Government—"Hulero" is a miserable croaker infected with the Yellow Peril fever. The disease in his case is virulent because he seems to think he is the discoverer of it. Unlike Jerome's narrator in "Three men in a boat", there is nothing the matter with him but "housemaid's knee". Japan is the Power to whom Hongkong, like another Port Arthur, is to be surrendered in the visible future. "History has a marvellous fashion of repeating itself, and if there are any lessons to be acquired by a study of the past applied to the present position of affairs in the East it is this—that one of the great nations will have soon to fight Japan, or Japan and

In the Fortnightly, Count Leo Tolstoy has just conclusively shown that the late William Shakespeare was a much over-rated writer.

The Tung Wen Educational Institution at Amoy has sent us its announcements for 1907. The school reopens on March 5th. The trustees hold their annual meeting to-day (Feb. 7th).

The first sod of next year's Franco-British Exhibition at Shepherd's Bush was cut early last month by Count H. de Maunyville, for the French Ambassador. The Duke of Argyle participated.

The Hongkong and Shanghai Banking Corporation having invited subscriptions for £650,000 five per cent sterling bonds, being part of a loan for £3,250,000 of which £2,250,000 has been issued, for the Shanghai Nanking Line (Imperial Chinese Railways), the money was largely oversubscribed in a few hours, and the list closed. One of yesterday's mail papers states that one firm bid for the whole issue.

A communication has been issued to the Berlin Press contradicting the widely-circulated statement that the German Admiralty is laying down a new armoured cruiser of unusually large dimensions. The main reason why the new cruiser will cost considerably more to construct than the previous vessels of its class is that it will be fitted with turbine engines, which are 60 to 80 per cent dearer than the ordinary ones hitherto used.

The *Diderot*, first-class protected cruiser, Captain H. W. Savory, M.V.O., will shortly return home from the China Station, and her place will be taken by the first-class cruiser *Belford*, now refitting at Chatham. On the home voyage, the *Diderot* will call at Bombay for the paid off crews of the *Lapwing* and *Sphinx* of the East Indies Squadron. The cruiser *Spartiate*, after embarking at Devonport ratings for the *Tamar*, *Snipe*, *Wager* and *Woodlark*, left Plymouth on Jan. 10th for the East Indies and China Station.

By kind permission of Lt.-Col. Price, D.S.O., and Officers, the Band of the 12th Duke of Connaught's Own Baluchis will play the following programme of music at the King Edward Hotel during dinner on Thursday, the 7th February, 1907 (weather permitting):

March....."Carrackus".....Pitz  
Overture....."Yvain".....Reidiger  
Value....."La Svengali".....Rouquer  
Selecti....."Lucia d'Ammermoen".....Donizetti  
Serenade....."La Manu".....Eilenburg  
Cornet Solo....."Eunice".....Purcell  
Selection of Offenbach Songs arr. by Winterbottom  
Gavotte....."Eunice".....Purcell  
God save the King.

Messrs. Dyson, Nalder & Co., of Crosby Square, London, in their last monthly circular report said:—Hides.—The supply during the month of all descriptions in the hair and tanned has been 388,514 hides and the sales total 168,811 hides. China.—No public sales have been recorded during the month. Spot sales totalled during the year amount to 27,657 hides, against 87,653 last year, 37,789 in 1904, 54,231 in 1903, 65,399 in 1902, and 79,115 in 1901. The total shipments of hides during the year, of which 15 per cent are computed to be Buffalo, have reached 1,850,000 hides, against 1,600,000 last year, 2,132,450 in 1904, 1,945,460 in 1903, and 1,953,273 in 1902. Japan.—No sales have been reported here this year. Previous sales were 625 hides in 1904, and 1,061 in 1903.

The Royal Geographical Society has come down in the world; it is now more ornamental than useful. The number of mere globetrotters and shallow "observers" who can write F.R.G.S. to their names is now overwhelming. Whether Miss A. L. Murcott is a "Fellow" or not, we do not know, but doubtless the distinction will follow. We read that to a mixed adult and juvenile audience at Burlington House she did on January 4th "lecture" on Japan. The Japanese, she said, were not an inventive people, and, in fact, she saw only one invention by a native during the whole time she was in the country. That was a letter-box. But the people were wonderful imitators. On one occasion she wanted a new bodice made, and sent an old one to a Japanese tailor—as a pattern, saying she wished one exactly the same—of course, she meant in size and style. The new one came back with a patch on the arm. There was similar patch on the pattern one. The report says "laughed" followed this, which strikes us as grossly irreverent. That venerable story was told before Miss Murcott was born. If "during the whole time she was in the country" she saw "only one invention by a native," how long was she there? We give it up. And that is the educative value of the R. G. S.!

The Merchant Service Guild have been in communication with the Foreign Office on the subjects of piratical attacks on British steamers trading in China, with particular reference to the case of the s.s. *Saturn*. Sir Edward Grey replies to the Guild that His Majesty's Government are fully alive to the importance of the question and that the commanding officers of His Majesty's ships on the West River are being called upon to report periodically on the state of security of traffic on the waterways in the neighbourhood of Canton, and from time to time to suggest such improvements as may appear to them desirable in the plans devised for keeping piracy in check. The Chinese Government also have sent very stringent instructions to the Canton Vice-Admiral to regard to the necessity of suppressing piracy. Sir Edward Grey further adds that a claim for compensation will be presented to the Chinese Government by His Majesty's Minister at Peking. The presentation of the claim has for the present been delayed at the request of the Hongkong Chamber of Commerce in order that representations made by them respecting one of the items of the claim may be considered. The Guild have informed Sir Edward Grey of their satisfaction at the steps which he is taking in this important matter.

We are informed by a member of the Hongkong Benevolent Society that a cheque for \$10,000 has been received from Mr. H. N. Mody for the benefit of those who are looked after by the Society. Mr. Mody has for a quarter of a century been most liberal in his donations to the poor and suffering, and deserves every praise for his munificent gift. Now that a splendid start has been made to help a Society which is doing a noble work but which is sorely in need of funds, it is suggested that other citizens should come forward with what they can spare and augment the handsome gift of Mr. Mody.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## SNOWSTORMS IN CANADA.

LONDON, February 6th.  
Forty trains are snow bound in Western Canada.

## SPOTTED FEVER SPREADING.

LONDON, February 6th.  
Spotted fever is spreading in Scotland and Belfast.

## OBITUARIES.

LONDON, February 6th.  
Lord Thring, General Sir A. Alison, and Sir Godfrey Lushington are dead.

Henry Thring, K.C.B., was raised to the peerage in 1886. Born in 1818, he was called to the bar in 1845, was counsel to the Home Office from 1860 to 1868, and parliamentary counsel from 1868 to 1876.

General Sir Archibald Alison retired in 1893. He was a distinguished military career, seeing active service in the Crimea, India, Ashantee, and Egypt. He was Commander-in-Chief in Acre during 1882-3, and commanded the Avershot Division from 1883 to 1889.

Sir Godfrey Lushington was Permanent Under Secretary Home Office from 1885 to 1895.

## GERMAN POLITICS.

LONDON, February 6th.  
The German Socialists have suffered further losses at the polls.

## SHANGHAI FRAUDS.

SHANGHAI, February 6th.  
F. M. Goode, the absconder arrested in America on charges of extensive frauds in Shanghai, has pleaded guilty and been sentenced to eighteen months' imprisonment.

## CRACKER DANGERS AT SHANGHAI.

SHANGHAI, February 6th.  
A case of Cantonese crackers exploded while under examination at the Customs House to-day. Three Chinese assistants were injured, one seriously.

## NEW SHANGHAI CLUB.

SHANGHAI, February 6th.  
The new Club Concordia was opened to-day with an interesting ceremony.

## [BETTER'S SERVICE.]

MOROCCO.

LONDON, February 4th.

The Sultan of Morocco has applied to the Powers for a joint loan of £400,000

pledging the expenses of the expedition against the Pretender Rasputi.

## THE CONGO FREE STATE.

LONDON, February 4th.  
The Belgian Parliamentary Committee which was appointed to *Préférance* for the annexation of the Congo Free State threatened to break up unless the King furnishes documents which have hitherto been withheld.

## THE KING'S VISIT TO PARIS.

LONDON, February 4th.  
Prince von Rudolin, the German Ambassador to France, had half an hour's conversation with King Edward at the British Embassy. The King and Queen lunched at Versailles, and afterwards visited the museum at the Chateau of Ogiville.

## THE FAMINE IN CHINA.

LONDON, February 4th.  
The flour mills in Winnipeg have sold 10,000 bags of flour, destined for the relief of the famine in China.

## THE UNITED STATES AND JAPAN.

LONDON, February 4th.  
Advices from Washington say there is reason to believe that President Roosevelt has arranged, through diplomatic channels, an understanding with Japan.

## MUNIFICENT GIFT.

WINDFALL FOR BENEVOLENT SOCIETY.

We are informed by a member of the Hongkong Benevolent Society that a cheque for \$10,000 has been received from Mr. H. N. Mody for the benefit of those who are looked after by the Society. Mr. Mody has for a quarter of a century been most liberal in his donations to the poor and suffering, and deserves every praise for his munificent gift. Now that a splendid start has been made to help a Society which is doing a noble work but which is sorely in need of funds, it is suggested that other citizens should come forward with what they can spare and augment the handsome gift of Mr. Mody.

## THE ROYAL VISIT.

## MAGNIFICENT RECEPTION.

## BRILLIANT SCENES AND PICTURESQUE CEREMONIES.

CEREMONIES.

Yesterday Hongkong was roused from its routine of work-a-day existence to give welcome to members of the reigning family of Great Britain and needless to say the welcome was a right royal one, distinguished by the greatest loyalty and enthusiasm. Their Royal Highnesses the Duke and Duchess of Connaught and the Princess Patricia were received with many of the honours due to their exalted position and over greater entertainment would have been offered had they felt disposed to accept. There was again that display of loyalty and affection to the Throne which royal visits, though few and far between in Hongkong, evoke on the part of the residents of the colony, and all classes joined in extending a welcome to our Royal guests.

Fortunately the weather was fine, and in

the bright sunshine the ceremonies of the day were invested with a brilliance and a picturesqueness which must have impressed the event on the memory of all beholders.

The day had been declared a public holiday, and the populace, young and old, took advantage of the opportunity to enjoy the privilege so seldom given in this outpost of the Empire to go to the representatives of the reigning family and to participate if only at a distance in the events of the day.

When day broke yesterday there was an air of excitement easily felt, and this dispensed as the morning advanced. The gun fired shortly before eight o'clock told that the P. and O. steamer *Delhi* had maintained the punctuality which characterises the English mail and that the Royal visitors would be here in less than an hour. Soldiers began to appear and take up their positions on the route from Blake pier to Government House, while the regulations of traffic necessary to the occasion were put into operation. Bunting was lavishly exhibited, and a pleasing animation characterised the city.

ON THE HARBOUR.

On ordinary days the harbour of Hongkong presents attractive features which are to be seen in few ports of the world. Grim vessels of war, British and foreign, stately mercantile and out-of-date sailors lying at anchor amongst various native craft which to visitors, royal or otherwise, are always sources of wonder. Yesterday the natural beauties of our fine harbour were supplemented by the prettily dressed ships, launches and junks. The Chinese flotilla from the peaks of most of the junks lying in the West Point anchorage, while all the launches which formed the passage way through which the Royal party passed on their way to Blake pier displayed various forms of decoration which but time and forethought could have tastefully arranged. The passengers on the water were aboard the steam yacht *Canada*, which was kindly placed at their disposal by Mr. A. H. Steenie, and headed the right line of launches. Looking shoreward from this point of vantage, the *Canada* was observed to be densely packed at an early hour, while unusual number of banners floating from the flagpoles of European residences, and the decorations of Chinese houses, pronounced the fact that it was a great gala day in Hongkong. At an early hour in the morning the sun was shining brightly, and gave promise of the beautiful day which succeeded. The heavy mist which obscured the Peak at eight o'clock, about the hour when the *Delhi* was signalled, had completely vanished by 9 a.m., and when the P. and O. liner dropped anchor with its royal passengers aboard a quarter of an hour later the city lay before them resplendent in all its holiday array, and all the mansions and forts of the Peak were visible.As the *Delhi* steamed into port, Inspector Langley on the Police launch displayed great energy in clearing the road, while Mr. E. Jones, the Assistant Harbour Master, and Messrs. Moliver and Mugens, leading officers, were active in arranging the formation of the line of launches. When the vessel made fast H.E. the Governor and others put off in the Harbour Master's launch *Victoria*, then a Admiral Moore left his flagship, the *King Alfred*, and accompanied by other naval officers in port boarded the *Delhi*

who dwelt under His rule. Again we seek to testify our loyalty and devotion to our Throne and to our Sovereign and gladly we rejoice in the opportunity of renewing our welcome and specially of extending it to Her Royal Highness Princess Patricia, the first of our Princesses to visit our shores.

The years that have elapsed since last you visited us have brought both prosperity and adversity to the Colony in their train. Plague and its ravages, war and its uncertainties, tempest and its havoc, have each in turn visited and, passing by, have left deep footprints of their steps behind. Yet the Colony, though cast down, has not let itself be disengaged. Though faltering it has proceeded on its way. In spite of reverse it has progressed, has developed and marched forward, and to-day it stands looking back afar off to where it stood seven years ago.

In 1890 Your Royal Highness laid a stone, now imbedded in the wall of the Cricket Ground, which was to form the foundation of a Solemn for reclaiming large areas of dry land from the sea. To-day that reclamation is completed. To-day, on stepping on shore, the wharf under your feet, the stately buildings rising on all sides, intersected by broad roads and thronged by multitudinous traffic, proclaim the achievement of the task the Colony has set itself to perform. This reclamation, begun under your auspices, will remain indissolubly connected with your name, and only a year ago, where now on it we stand to welcome you, we came to welcome your only son. To you who aided its inception, who laid the first stone, we now show, with pride, the finished work and ask "Is it well done?"

The population of the Colony, on whose behalf and in whose name we greet Your Royal Highness, has now swelled to nearly double its former numbers; its area has been largely extended; from being the third shipping port in the world it has become the first; and, not the least step in all its progress, the last few months have seen the making within its boundaries of the first embankments of that Railway which is to connect us with Canton, and in time, we trust, with Europe.

Intwoven as the history of our Empire is with the history of the battles that have won it of the Navy and Army which have preserved it, of the men who have fought for it, it is a source of pride and gratification to all of us who, the subjects of one beloved Ruler, look to him for succour and protection, that the soldier he sends to see that the land defences which guard us are secure, is not a soldier only but also the brother of our King.

From all people who dwell here in security beneath His Reign, from all his subjects, from all those subjects of other nations who dwell amongst us, and particularly from the large numbers of Chinese who carry on their business unmolested and protected in our midst, we tender to Your Royal Highness, to Your Royal Consort and to Princess Patricia a most sincere and a most hearty welcome with every wish for a long continued and happy reign.

We sincerely regret that the duration of your visit does not permit our celebrating it in as fitting a manner as we would desire; but we realise that you have duties both here and elsewhere in the Empire which you must perform and we hope that you will accept the slight entertainment we are able to offer you as an earnest of what we should like to carry out did time and your engagements permit.

We wish you a fair voyage and a safe return home, and we beg you, on reaching England, to convey to our beloved King a message assuring him of the loyalty and devotion we bear towards him and of our appreciation of his recent kindly telegram, full of kindly sympathy, which deeply touched us and made us feel that we, though living on the utmost border of the Empire, are ever in the mind of our Gracious Sovereign.

On February, 1907.

SIR PAUL CHATER said: Your Royal Highness—In 1887 Hongkong as well as all other parts of the British Empire celebrated the jubilee of your Illustrious Mother, our beloved late Queen Victoria. It was then decided that one of the most fitting ways by which we could commemorate the event was by the erection by public subscription of a statue of Her Majesty to be placed in some fit place in the town on either side. Facing the stage were large embroideries which won the first prize at the Canton Exhibition and which it was the intention of the Chinese Committee to present to the Royal visitors, together with silver tea bowls and a large carved ivory tall with 24 pieces inside. All along Queen's Road the Chinese were gathered in large numbers and it seemed as if almost the entire native population had turned out to see the distinguished visitors. Undoubtedly there was no gainsaying the fact that the Chinese were keenly interested in the proceedings of the day.

Not till close upon five o'clock did the Royal party arrive. They were received by the Hon. Dr. Ho Kai, the Hon. Mr. Wai Yuk, Messrs Lau Cha Pak, Fung Wa Chan, Ho Pook, Ho Kam Tong, Fun Yau Chun, U Hoi Chau, Shoo Po Shan, with the Hon. Mr. Brewie, and conducted to their seats at a specially decorated table. The Duke and Duchess led the way, followed by the Princess and the Governor.

The guests were arranged six at a table, one place being occupied by one of the Chinese gentlemen acting as host. In addition to the chopsticks laid on the table there was a small fork which was doubtless appreciated by the many not initiated into the use of the Chinese table. The menu was as under:

His Majesty the King-Emporer, who takes the greatest interest in his Far Eastern dominions, will be delighted when he hears from me of the heroic efforts you have made to overcome your difficulties and of the continued increase and prosperity of this Colony.

I will convey to him the loyal expressions contained in your address.

As for ourselves, we thank you most heartily, and we greatly appreciate the kind sentiments in this address which I have very much pleasure in accepting.

The conclusion of the address was received with cheers after which the party entered the chairs which were in waiting and proceeded along the Praya, past the Naval Yard, and up Garden Road to Government House. The route was held by the R.G.A., H.K.S.B.R.G.A., Royal Engineers, 3rd Middlesex Regiment, the Baluchi, and the Chinese sappers of the R.E., while the Hongkong Volunteers had the place of honour at Government House. The escort was furnished by the Volunteer Troop under Lieut. Ross and by a posse of Indian police in charge of Sergt. Garrod. A dense crowd lined the route and the greatest order prevailed. When the Royal visitors reached Government House the band played the National Anthem and the Union Jack was replaced by the Royal Standard.

The party comprised Field Marshall H.R.H. the Duke of Connaught, H.R.H. the Duchess of Connaught, Princess Patricia, with Major General Sir John Maxwell, staff officer and Captain the Hon. M. Ponsonby, Grenadier Guard, aide-de-camp, Miss Pelly and Captain Colman.

#### THE UNVEILING CEREMONY.

Not the least pleasing of the many functions which His Royal Highness had to perform, was that of unveiling the statues of His Majesty the King and H.R.H. the Prince of Wales. Long before the appointed time there was not a vacant seat on the stands surrounding State Square, while the balconies, and even the roofs of Queen's and Prince's buildings, were black with spectators. The arrival of the Royal party was announced by the band of the Middlesex regiment striking up "God save the King". Then Their Royal Highnesses and H.R.H. the Governor alighted from the Government House chairs and were met by Sir Paul Chater, who conducted them to the dais before the statue of His Majesty, the suite and the Hon. W. J. Gresson, Hon. Mr. W. Chatham, Mr. T. F. Hough and Captain Armstrong, H.K.V.C., his Excellency's A.D.C., following in the rear.

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Menu.—Birds' Nests and Pigeons' Eggs in Syrup. 1—Mashed Bean Turnovers. 2—Walnut and Hawthorn Cakes. 3—Pea Cakes.

Lots of Nuts in Syrup. 4—Herb Cakes. 5—Sesameum Seed and Apple dumplings. 6—Rose Puffs.

Almond Cream. 7—Ham Cakes. 8—Jam Sandwiches. 9—Nut Pudding.

Tea (Water Fairy). 10—Mince Dumplings.

11—Crab Rissoles. 12—Shrimp Rolls. 13—Dried Lychees. 14—Dried Apricots. 15—Melon Seeds. 16—Almonds. 17—Preserved Tomatoes. 18—Preserved Kumquat. 19—Preserved Plums. 20—Preserved Ging.-r.

The Chinese theatricals were presented by a "number one" company. While much of the performance was unintelligible to the uninitiated the programme was useful in giving an outline of the proceedings. The orchestra was divided from the stage by the usual screen which however did not hide the movements of the musicians which were almost as interesting as those of the actors. The costumes worn by the performers were very elaborate and costly and as it does in a measure the culmination of that work which you initiated seventeen years ago. I will now ask Your Royal Highness to unveil the statue of His Majesty the King.

His Royal Highness then pulled the rope which loosened the covering enveloping the statue, and as this fell away thousands of eyes rested on the magnificent present which Sir Paul Chater has made to the Colony.

Mr. T. F. Hough called for three cheers for the King, to which the spectators responded with hearty good will.

His ROYAL HIGHNESS, in reply to Sir Paul, said—I thank you for the great pleasure and honour you have done me in asking me to unveil what is to me the first statue of our gracious Sovereign. The community of Hongkong owes you a deep debt of gratitude for having presented such a fine statue of His Majesty which is to be followed by one of the Queen.

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded. Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

A GENT WANTED by one of the oldest and largest dealers in EUROPEAN MUNICIPAL PREMIUM BONDS in Paris, to sell those Securities on the Instalment Plan as authorized by Government. Liberal Commission paid. Suitable for Insurance Contractors or Travellers with spare time. A pushing man can do profitable business. First-class references indispensable. Apply with references and full information, to PREMIUM, care Moers, Gordon & Gorrell, 15, St. Bride Street, Lond n. E.C., England. (368)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND FOOCHOW.

THE Company's Steamship "HAICHING," Captain A. E. Hodges, will be despatched for the above Ports on SATURDAY, the 9th inst., at 3 p.m.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 6th February, 1907. 356

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports on MONDAY, 11th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 6th February, 1907. 357

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 8th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

## "DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

## From London, &amp;c., ex ss. "Marmora."

## From Calcutta, ex ss. "Malacca."

## From Persian Gulf, ex B. I. S. N. &amp; B. &amp; P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th February, 1907. 1

## SANITARY DEPARTMENT.

FREE VACCINATION is performed at the following Hospitals as follows:

Sundays excepted.

DAILY.

GOVERNMENT CIVIL HOSPITAL 2 p.m. to 4 p.m. ALICE MEMORIAL HOSPITAL 10 a.m. to noon. NETHERSOL'S HOSPITAL 10 a.m. to noon. TUNG WAH HOSPITAL 10 a.m. to 4 p.m.

J. M. ATKINSON, Principal Civil Medical Officer, Hongkong, 1st February, 1907. 339

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Appropriate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply:-

GEO. PENWICK & CO., LTD., Hongkong, 3rd June, 1906. [106]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK-STALL, M. H. BUTCHER & CO.'S KOWLOON STORE, No. 28, Eliza Road, & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1906.

## AUCTION

C. DE M. C. VIEIRA-RIBEIRO,  
Auctioneer.

FAVOURABLE with instructions, will sell by PUBLIC AUCTION, TO DAY (THURSDAY), the 7th February, 1907, at 2.30 p.m., at his SALES ROOM, No. 8A Queen's Rd. Central, JAPANESE GOODS, comprising:- SATSUMA, CLOISONNE and LAQUERED WARE, SCREENS, EMBROIDERIES, FIGURES, WATER-COLOURS, &c.

TERMS:- As usual. Hongkong, 6th February, 1907. 355

## INTIMATIONS

THEATRE ROYAL  
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB  
WILL PRESENT  
A FARICAL COMEDY  
ENTITLED  
"FACING THE MUSIC"

BY CHARLES HENRY DARNLEY,  
ON

FRIDAY, 15TH FEBRUARY, 1907.  
SATURDAY, 16TH  
MONDAY, 18TH  
AT 9 P.M.

PRICES ... 33, 32 & 31.

SAILORS and SOLDIERS in uniform Half-Priest to Pit Stalls and Box. Booking Office at the ROBINSON PIANO CO., Open and after MONDAY, 11th February, 1907, at 10 A.M. Hongkong, 4th February, 1907. 340

MAIL TABLES  
FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents  
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office, Hongkong, 26th January, 1907.

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No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th February, 1907. 1

## SANITARY DEPARTMENT.

FREE VACCINATION is performed at the following Hospitals as follows:

Sundays excepted.

DAILY.

GOVERNMENT CIVIL HOSPITAL 2 p.m. to 4 p.m. ALICE MEMORIAL HOSPITAL 10 a.m. to noon. NETHERSOL'S HOSPITAL 10 a.m. to noon. TUNG WAH HOSPITAL 10 a.m. to 4 p.m.

J. M. ATKINSON, Principal Civil Medical Officer, Hongkong, 1st February, 1907. 339

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Appropriate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply:-

GEO. PENWICK & CO., LTD., Hongkong, 3rd June, 1906. [106]

NOTICE TO KOWLOON RESIDENTS

## PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Building, Des Voeux Road, Central, on SATURDAY, 9th February, 1907, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1907, both days inclusive.

By Order of the Board of Directors,

JOHN D. HUMPHREYS & SON, General Manager.

Hongkong, 28th January, 1907. 290

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, HOTEL MANSION, ON TUESDAY, the 12th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 12th February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 21st January, 1907. 252

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that

THE ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of February, 1907, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1907. 307

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 4th, to the 16th day of February, 1907, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1907. 307

HONGKONG ICE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1906.

## NAVAL PROMOTIONS.

The following promotions were announced by the Admiralty:  
 Vice-Admiral Albert Baldwin Jenkins to be admiral in His Majesty's Fleet.  
 Rear-Admiral the Honourable Sir Hedworth Lambton, K.C.V.O., C.B., Extra Equerry to the King, to be vice-admiral in His Majesty's Fleet.  
 Captain Ernest Alfred Simons, A.D.C., to be rear-admiral in His Majesty's Fleet.  
 Rear-Admiral Charles James Norcock to be vice-admiral on the retired list.

(All to date January 1st, 1907.)

The following commanders have been promoted to the rank of captain in His Majesty's Fleet:

Cunningham Robert de Clare Fleet.  
 Algernon Walker Hennessy, M.V.O.  
 Frederick Charles Le Brun.  
 Robert Edmund Ross Benson.  
 Philip Howard Colom.  
 George Holmes Borrett.  
 Charles Ferdinand Henderson.  
 Brian Herbert Fletcher Battelot.  
 Marcus Rowley Hill.  
 Henry George Glas Sandeman.  
 Walter Henry Cowan, M.V.O., D.S.O.  
 Philip Wyke Dunn.  
 (To date December 31st, 1906.)  
 Spencer Allen Hickey.  
 Richard Webb.  
 George Robert Mansell, M.V.O.  
 (To date January 1st, 1907.)

The following lieutenants have been promoted to the rank of commander in His Majesty's Fleet:

Francis Gerard St. George Brooker.  
 Hugh Barrington Le Fanu.  
 Ernest Foster Gray.  
 Harry Heckett Smyth.  
 John Foster Grant-Douglas.  
 Oswald Harcourt Law.  
 The Hon. Philip Walter George Proby Butler.  
 Marchant Hugh Penfold.  
 William Henry Dudley Boyle.  
 Frederic George Brine.  
 Herbert Norris Hunter.  
 James William Guy Jones.  
 Henry Cyril Royle Brooksbank.  
 John Maxwell Daldry Elphinstone Warren.  
 Alexander Lowndes.  
 Robert Algernon Newton.  
 Cyril Samuel Townsend.  
 Cecil Mount Stavely.  
 Edgar Robert Morant.  
 John Ernest Troys Harper.  
 Henry Edgar Goss.  
 John Dewett Allen.  
 (To date December 31st, 1906.)

Alfred Astley Ellison.  
 Robert Gordon Douglas Dewart.  
 Alan Geoffrey Hotam.  
 Herbert Neville Garnett.  
 Hubert Sefton Chardell.

## EXPLORATION OF TIBET.

NATIVE OPPOSITION.  
 Dr. Frisch Zugmayer, who recently concluded a notable expedition in Tibet, has arrived in Europe, having travelled via Kashgar and Bombay. The explorer is gratified with the result of his expedition, which was a great success, save in the one point of the altitude of the Tschodun, who stopped his further advance south. Dr. Zugmayer expresses his astonishment at the splendid system of navigation which he found in Tibet, even in parts of the country which were only populated by Nomads. He says:

"As soon as I came into contact with these people mounted messengers were despatched at full speed to the next Nomad chief or village, and as my caravans could necessarily only advance very slowly, the Tibetan authorities had ample time to gather troops and prepare themselves for serious resistance in case I should try to force my way through. This, however, was quite out of the question, so I had to leave the country by the passes in the direction of Kashgar, which has already become a kind of 'emergency exit' for unlucky travellers. The Tibetans," adds the Austrian explorer, "were by no means rude, but they were very determined, and it took a great deal of persuasion in order to move them from their original request that I should simply retrace my way back to Lhasa."

Dr. Zugmayer wishes special reference to be made to the extraordinary courtesy with which he was treated both by the British representatives in Ladakh and Kashgar, and by Mr. G. Macartney, the British agent at Kashgar. The explorer declares that he experienced no such politeness and real help from all the British authorities whom he met during his hazardous journey that it would appear ungrateful not to mention the fact.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charmant, Last Charmant and Special Skin Tonic and Poultice Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A/S Watson & Co., Ltd., Sole Agents. 731

**Cunliffe,** The Pioneer Experts in Premium Bonds.  
**Russell & Co.**  
 10 & 12, Place de la Bourse,  
 PARIS  
 SECURITIES issued by European Govt's and Municipalities offering WHITE FOR DESCRIPTIVE prospeccs of immense returns. FAMPLETS  
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**CUNLIFFE, RUSSELL & CO.** being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Cheques accepted every day. Premium Bonds Drawn in England. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

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LADIES' AND GENTS' BOOTS AND SHOES.  
 EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.  
 PRICES MODERATE.

**A TACK & CO.,**  
 23, DES VŒUX ROAD CENTRAL.  
 Hongkong, 18th January, 1907. 39

## IF JAPAN ATTACKS HONGKONG.

Following the remark that some day soon one of the Powers will have to fight Japan [as to-day's leader] "Hector" in the Naval and Military Record has the following references to hypothetical possibilities:—

"Looking at the interests of Germany and France in those waters, their natural antipathy to each other in Europe, and the size of their fleets, it is hard to realize that either nation could venture on an enterprise which would have to consist of at least twenty 'capital' ships and their attendant cruisers, &c., to ensure even an equality on the scene of action. By no other means could a war be prosecuted between these nations, as the military forces of either side could not be brought into action until the command of the sea had been decided. Unless these two nations made a compact to abstain from an aggressive policy against each other in Europe during the course of the war, they could not afford, politically, to send such an armament on such a venture and would have to let their Eastern possessions go, making the best terms possible under the circumstances. America is in rather a better position to wage such a war, as though her possessions in those seas would almost certainly go for the time being, she could concentrate a large force on her Western seaboard, which would place her in a favourable geographical position for prosecuting the enterprise. Such a war for America would be extremely hazardous and uncertain in its results, but it is hard to realize that she would not make a success of it. Her great wealth, geographical position, freedom from political complications with other great nations, genius and resources would almost certainly win in the end. Russia is the only nation that can bring both naval and military forces into action at the same time. Owing to her position in Europe she can afford to detach over the whole of her fleet and a very large military force without affecting the situation at home. To add to the above, her fleet has a large and heavily fortified port in the Far East to concentrate upon, the like of which is not held by any other European nation, and undoubtedly in another war with Russia the heaviest fighting on sea and land would take place for the possession of this base."

Coming to the question of the possibility of war between Britain and Japan, the position for us is a most complicated one, owing to the enormous trade interests we have in those seas, the geographical situation and extent of our possessions, and the feebleness of our forces on the spot, both naval and military. To view this question as a whole, it is necessary to examine in detail the positions from which our forces can act, then the forces that can be brought to bear, and, lastly, the manner in which this can be done. In the China seas our only base which is in any way able to hold its own is Hongkong. Considerable money had been spent to place this position in a state of defense, enabling it to cope with a purely raiding venture, but in no way is it able to make a stand against the determined attack of a large naval and military force such as compelled Port Arthur to surrender. To enable it to do this at least 300 guns of position and 40,000 men would be required, and the present garrison is certainly under 4,000 men and has a very few guns. As it is situated in an alien country it can only be reinforced from seawards, and until our fleets had made themselves all-powerful in these waters this could not be done. Going further afield, we have Singapore, Sydney, and Esquimalt, which in a way surround the probable area of hostilities. Geographically, Singapore is in the same position as Hongkong, viz., surrounded by an alien country, but the distance to India is short and outside the probable limits of hostilities in the first stage, it can be rapidly reinforced by a field army, making the capture of the place a much more difficult task than that of Hongkong. Both Sydney and Esquimalt are situated in our territories, and, being rich in men and resources, they could rapidly be placed in such a state of defense that no ordinary over-sea expedition could contemplate their capture and retention except by the employment of enormous masses of men and material.

As already pointed out, our naval forces in the East have been reduced to cruiser squadrons of no fighting value as opposed to battleships, and they would have certainly to conduct a purely defensive war until the battle-squadron arrived on the scene. This would mean the total abandonment of the seas between Singapor, Sydney, and Esquimalt, and would be immediately followed by the surrender of Hongkong. Well, we will, and probably Fiji and other possessions in the Pacific. Now, the immediate abandonment of such an outpost of the Empire as Hongkong could not be looked upon except with consternation, but this would certainly be sound strategy taking in consideration the strength of our fleet in those waters, the capabilities for defense of the place, the time that would elapse in which it would be possible for a battle squadron to arrive, and the concentration and strength of the enemy on the spot. Hongkong, though valuable as a base against any other nation in the world, is at present in an utterly inadequate state to hold out for even a short period after the naval abandonment of the China Seas, as the few cruisers we have at present in those waters would have to give way to the smallest fleet of battleships. The nearest defensive line that our fleet could take up would be from Singapore to Sydney and Esquimalt, and there try to await reinforcements from home.

The question now left to be considered is: How could our naval forces be so increased in size on the outbreak of war, as to enable an offensive position to be taken up? There is only one answer to this question, and that is by the despatch of a fleet of 'capital' ships from European waters. This force would at least require a twenty-five per cent margin of strength over the forces of the enemy, not only to ensure success, but to hold what had been gained once the command of the sea had been assured. In addition, large military forces would have to be massed at the three points—Singapore, Sydney, and Esquimalt, with the necessary transport to enable the outlying stations of the enemy to be occupied. Judging by things as they are at present and what they are likely to be in a few years' time, 22 battleships, 25 armoured cruisers, 30 destroyers and 50 torpedo-boat destroyers would be the least number required, and a military force of at least 30,000 men at each of the above-named points, with the necessary transports, colliers, &c.

The question remains: Why should we abandon our interests as we have done in the Far East to the fate of a moment or the goodwill of a rival nation? One thing is certain, if the diplomatic relations between Great Britain and Japan become strained, when the present treaty comes to a conclusion, over any question that may crop up, as they have a way of doing when least expected, she would make any increase of our forces in these seas an immediate excuse, as the Boers did, to declare war, and so secure the advantages of the first blow, as she did in the late war. Only by the constant employment of an adequate force of 'capital' ships in those seas can our interests be secured against all-comers.

The remedy from a strategical point of view is to immediately replace our three Eastern cruiser squadrons by one fleet of 'capital' ships, cruisers, and torpedo-boat destroyers, free to move from Bombay to Sydney and Esquimalt, so that in the East the great interests of the Empire will be adequately protected and secured from the menace of a dominant naval Power on the spot. The withdrawal of our 'capital' ships from the East was bad move from a strategical point, and we are logical in this move why not abandon the Mediterranean also? One writer has likened the late withdrawal of our overseas fleets to the withdrawal of the legions of ancient Rome to guard the heart of the Empire."

## NAVAL GUNNERY.

## THE QUICK-FIRING TESTS.

## SATISFACTORY PROGRESS.

In close succession to the issue of the results of the gunnery test with heavy guns, for 1906, the Admiralty now make known the result of the test of gunnery with light quick-firing guns in His Majesty's Fleet in 1906, and the result of battle practice from torpedo-boat destroyers. It is stated that their Lordships note with great satisfaction the very marked improvement in the results as compared with those obtained in 1905.

With each return an abstract of the firing for 1905 and 1906 is given, the following tabular statement being that what is prefixed to the result of the test of the gunnery with light quick-firing guns in His Majesty's Fleet 1906:—

Number of ships that fired ..... 86 86

guns ..... 1,124 1,421

hits ..... 2,228 4,666

misses ..... 3,291 8,845

Percentage of hits to rounds fired ..... 21.63 34.53

Hits per gun per minute ..... 3.417 3.417

6 and 3 pounds (except Vickers) 1.97 3.328

3-pounds, Vickers ..... 8.444

It will be seen from the above table that the percentage of hits to rounds fired is more than half as much again what it was in 1905, and that the rate of hitting has also improved considerably.

A second table gives, in order of merit, the particulars of the fleets or squadrons taking part in the firing, with the results obtained in the case of 12-pounder guns:—

Hits No. of per Fleet Ships Min. best ship per min.

Atlantic ..... 8 4,566 Hindustan ..... 7.64

Second Cruiser ..... 3 4,215 Berwick ..... 5.35

Third Cruiser ..... 3 4,167 Leviathan ..... 5.30

China ..... 4 4,053 Kent ..... 5.13

Mediterranean ..... 9 3,569 Bulwark ..... 5.05

Australia ..... 3 3,016 Powerful ..... 3.61

First Cruiser ..... 1 2,975 Good Hope ..... 2.81

Channel ..... 2 2,661 Glory ..... 5.82

East Indies ..... 1 2,903 Hermes ..... 2.30

Total ..... 55 5.47

The best shots in the ships were in the Atlantic Fleet P. R. R. private, R. M. L. I. of the "Hindustan" and A. Bastable, petty officer of the "Majestic," who each made 10 hits; in the Second Cruiser Squadron Lance-Sergeant J. Vince, R. M. L. I. of the "Berwick" 10 hits; in the Third Cruiser Squadron, petty officer F. Howison, of the "Leviathan"; W. Brown A. B. of the "Lancaster"; and H. Cromer A. B. of the "Suffolk," each 7 hits; China G. Lovatt, A. B. of the "Diadem," 8 hits; Mediterranean Lance-Corporal W. Mass, R. M. L. I. of the "Bulwark," 10 hits; Australia W. P. Ineson, acting-bombardier, R. M. A. 6 hits; First Cruiser Squadron, petty officer P. Freyne, of the "Good Hope"; Shire, Channel E. Mitchell, A. B. of the "Ermouth," 10 hits; East Indies: A. Myatt, L. S. of the "Hermes," 6 hits.

The tabular statement supplied with the result of battle practice from the torpedo-boat destroyers, 1906, is as follows:—

1905. 1906.

Number of ships that fired ..... 57 52

Number of guns ..... 842 312

Number of hits ..... 653 1,064

Number of misses ..... 653 1,898

Percentage of hits to rounds fired ..... 29.92 34.60

Hits per gun per minute ..... 12-pr. 1.54 2.43

6-pr. 1.98 3.73

The guns used in this practice are 12-pounds and 6-pounds, and although rather fewer destroyers were engaged and the number of guns fired was less, the number of hits nearly doubled, and the percentage of hits to rounds fired increased by rather more than one-half.

The table, which gives the results in the order of merit, shows that the first place was awarded the Mediterranean flotilla, with 12 ships, 72 men firing, 70.73 points per man, the "Desperate" being the first ship in the flotilla, with a score of 102.43; second, the China flotilla, with 6 ships, 36 men firing, 32.351 points per man, and the "Janus," the best ship, with a score of 67.01; third, the Channel flotilla, with 34 ships, 234 men, 228.14 points per man, and the "Swale," the best ship, with a score of 57.29.

## THE BRIDGE MANIA.

One of the greatest objections to playing bridge is that you meet more dogmatic theorists in a month's game than you strike in years of an otherwise happy existence. I have played bridge and in the bad old days whilst I had the same time of being a school master, but never, never, till I took this umbrella-hat patch of solo, dummy, sort, etc., did I realize there were so many men in this world who were right, whereas others were wrong. One did not complain about criticism if one forgot to count the thirteenth and lost that trick when trumps were out in whilst overlooked the signal, one stood with equanimity the caustic remarks of one's partner, but when Jones told you that if you had played the heart convention lead from strength, and discard from weakness partner" as much as to say "if you don't do the same you're a more pitiful fool than I took you to be." No answer that you never play the heart convention as it is so well known by the other side, that you adopt the Canadian discard, except when diamonds are declared, when you use the circular discard, that you always lead from length except when headed by a tenace, is sometimes effective, and has the merit of leaving every body, yourself included, in a perfect state of mystery concerning what you do play. The man who never declares on hearts, unless he has seven, is as great a nuisance as he who fails to go no trumps as a regular rule when left, unless he has two aces and three kings guarded. There are those who claim you may state your policy at any stage of the game. Of such was not he who—according to a sporting paper—having been annoyed at the insistence on this principle by an opponent

earlier, bided his time till the other side had no trumps and he had eight with a three major and then promptly doubled and remarked

"I never lead the two, unless I have ace, king, queen and five others," and putting down the two surfer his partner's hand made and the lead returned and scooped game and rubber. It is a wonder to the ordinary reader on what grounds the theorist bases his malvolent assertions.

There are men who regard others as miserable players if they do not play the heart convention or do not adopt the English discard. They regard such as being outside the pale of serious players, and yet in America and on the Continent there are discards and conventions which have just as striking effects as those where the player or ours would be looked on as a hopeless idiot.

In fact where these fads in human shape make their mistake is in imagining that rules make the play, it is the dear old controversy of book learning against natural intelligence. The man who knows what's cut, who has guessed nearer than the others where the rest lie, who can bluff with success, who best uses his partner's hand as he finds out what it contains, who is short is more intelligently alive to the play as apart from convention, is the better player, and it will often be found that the best loser is worst versed in conventions.—"Mayo" in Singapore Free Press.

## CROWN AGENTS.

## THE OTHER SIDE.

Each of the self-governing Colonies, with the exception of Newfoundland, has its Agent-General in London, who transacts every variety of public business. Up to 1880, or thereabouts, the Crown Colonies had each their Agent also, but for individual agencies was gradually substituted a large public department whose affairs have been much discussed lately. The office of the Crown Agents for the Colonies, though under the Colonial Office, costs Great Britain nothing, and its affairs therefore do not come before Parliament. Its cost is defrayed thus.

The necessary expenditure being known, and a fair idea existing of the aggregate quantity of business done, every year, under various heads, a scale of charges for this business has been prepared by the Colonial Office, so much for raising loans, so much for large orders, so much for small; and much work is done without remuneration. From the fund thus raised the officials are paid fixed salaries. The business is enormous, as apart from loans, purchases amount in value to millions yearly, and range from ships to reference libraries, from railway to musical instruments. With equal ease the Crown Agents furnish a treatise on the probability of a West African railway meeting Rhodes's Cape to Cairo line and discuss the propriety of adding a euphonium to a police band. They advise on questions pertaining to the money market, the creation of a harbour, or the establishment of a hospital; they select professional men, mechanics, nurses, &c., and they do a hundred other things which it would be tedious to specify. Of course, a very large staff is employed, and the technical advisers are numerous, and in the front rank of their respective professions. It is a great organisation, including wide powers of course, and from time to time it is subjected to a storm of criticism. Probably some of this is justified. The Crown

## SHIPPING.

## ARRIVALS.

CATHERINE AFGAN, British str., 1,730, W. D. A. Thomas, 6th Feb.—Singapore 30th Jan.  
General—David Sasseen & Co.  
CHOYBANG, British str., 1,424, A. E. Sandbach, 6th Feb.—Shanghai, 2nd Feb. and Swatow 5th. General—Jardine, Matheson & Co.  
DELHI, British str., 4,733, J. D. Andrews, R.N.R., 6th Feb.—Bombay 22nd Jan. and Singapore 1st Feb., Mails and General—P. & O. S. N. Co.  
HONGKONG, French steamer, 742, E. Corel, 6th Feb.—Saigon 1st Feb. and Hoikow 5th. General, (rice, Pigs and Sugar)—A. R. Marti.  
JOHNSON MARY, Japanese str., 709, H. S. Smith, 6th Feb.—Tamsui, Amoy and Swatow 5th. General—Osaka Shosen Kaisha.  
KANUJI MARU, Japanese str., 1,041, K. Hashimoto, 5th Feb.—Saigon 31st January, Rice and Paddy—Fukase Co.  
PELEGANDI, German str., 1,373, C. Gosewisch, 6th Feb.—Bangkok 23rd Jan., Rice and Timber—Molchner & Co.  
RAJAH, German str., 1,189, O. Koch, 6th February—Bengal 26th Jan., Rice and Timber—Nord German Lloyd.  
SILENA, German str., 4,314, Bahle, 6th Feb.—Shanghai 3rd Feb., General—Hamburg American Lines.  
SOOSHU MARU, Japanese str., 1,119, T. Suruga, 6th Feb.—Shanghai, Foochow, Amoy and Swatow 5th February, required—Osaka Shosen Kaisha.  
TAMAU, British str., 912, G. Bright, 6th Feb.—Amoy 5th Feb.—Butterfield & Swire.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
Feb. 5th.  
Castor, French str., for Heilow.  
Hellas, German str., for Shanghai.  
Lock Sun, German str., for Bangkok.

## DEPARTURES.

Feb. 5th.  
LOWTHIR CASTLE, British str., for Shanghai.  
Feb. 6th.  
AMIGO, German str., for Hoikow.  
CHOWWA, German str., for Swatow.  
FUKUSHI MARU, Japanese str., for Swatow.  
HAIM N. M., British str., for Coast Ports.  
HANGANG, British str., for Swatow.  
MUNDOOTHSVILLE, British str., for Shanghai.  
WAKASA MARU, Japanese str., for London.

SIMMING REPORT.  
The British str. *Tamau* reports: Light to moderate N.E. wind and sea, clear weather.

VEESSES PASSED ANJER.  
Jan. 16, German str. *Strebor*, Madras, Oct. 25, from Hamburg for Batavia.  
Jan. 18, British str. *Bellerophon*, Jan. 18, from Batavia for Liverpool.  
Jan. 19, Norw. lge. *Catharina*, Christoperson, from Delagoa Bay for Anjer.  
Jan. 20, British str. *Jolander*, Wright, Jan. 18, from Singapore for Christmas Island.  
Jan. 20, British str. *Copack*, Barber, Jan. 20, from Batavia for Tjilatjap.  
Jan. 21, Dutch str. *Iason*, Hazeland, Dec. 16, from Liverpool for Batavia.

## VESSELS IN DOCK.

Feb. 6th.  
ARABEEEN DOCKS.—  
KOWLOON DOCKS.—*Soregon*, Montego  
Yarde, Z. Y. de Aldecoa, Irving Waldemar,  
Kuangshou, Express of India, *Jelutin*, Yingking,  
Kemende, *Poncar*, Yangmeo, Lekin, Onphale,  
Rubi, Sophie.  
CORMOPOLITAN DOCKS.—*Peng Fei*, Hailan.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.  
1907  
"FIKH" ..... 9th Feb.  
"MUNCASTER CASTLE" ..... 12th Mar.  
"LOWTHIR CASTLE" ..... 21st Mar.  
\* This steamer has excellent saloon accommodation for First-class Passengers at Moderate Rates.  
For Freight and further information apply to DODWELL & CO., LTD.  
Hongkong, 29th January, 1907. 787

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)  
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIVERPOOL and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to Callao. Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA)

THE Steamship  
"CAPRI,"  
Captain Belotti, will be despatched as above on MONDAY, the 11th Feb., at NOON.  
At Bombay, the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.  
Hongkong, 31st January, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID (Taking cargo at through rates to the BRASIL, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THE Company's Steamship

## "AUSTRIA."

Captain Belotti, will be despatched as above on SATURDAY, the 2nd March, P.M.  
This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & CO.  
Agents,  
Prince's Buildings.  
Hongkong, 1st February, 1907. 8

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "c," and those vessels berthed at the Kowloon Wharf "d," together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA STRAITS PORTS OF CALL	BRITISH	BRIT. STR.	—	C. L. Daniel	P. & O. S. N. Co.	On 10th inst.
LONDON & ANTWERP	GLAMORGANSHIRE	BRIT. STR.	—	—	SHEWAN, TOMES & CO.	About 20th inst.
MARSEILLE, &c., VIA PORTS OF CALL	TOURANE	FREN. STR.	K. W.	Lancelin	MELCHERS & CO.	On 13th inst. at 1 P.M.
MARSEILLE, HAVRE & HAMBURG	SLAVONIA	GER. STR.	K. W.	WINNENBERG	HAMBURG-AMERICA LINIE	On 13th inst. at NOON.
DIEMEN, VIA PORTS OF CALL	SAMBIA	GER. STR.	K. W.	MULLER	HAMBURG-AMERICA LINIE	On 10th inst.
HAMBURG VIA PORTS	SAXONIA	GER. STR.	K. W.	EACHS	HAMBURG-AMERICA LINIE	On 22nd inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	SCANDIA	GER. STR.	K. W.	Russ	HAMBURG-AMERICA LINIE	On 24th inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	KINA	DAN. STR.	K. W.	v. Dohren	HAMBURG-AMERICA LINIE	On 17th inst.
NAPLES, LISBON, HAVRE & HAMBURG	SILESIA	GER. STR.	K. W.	Bahle	HAMBURG-AMERICA LINIE	On 10th inst.
NAPLES, LISBON, HAVRE & HAMBURG	SCANDIA	GER. STR.	K. W.	Filler	HAMBURG-AMERICA LINIE	On 26th April.
HAMBURG	HAMBURG	GER. STR.	—	Bilfinger	HAMBURG-AMERICA LINIE	About 2nd Mar.
AUSTRIA	SIER	BRIT. STR.	2 m.	—	SANDER, WIELER & CO.	About 9th inst.
EMPEROR OF INDIA	SIER	BRIT. STR.	1 m.	—	DODWELL & CO., LTD.	On 14th inst. at 4 P.M.
ATHENIAN	SIER	BRIT. STR.	—	—	CANADIAN PACIFIC R. CO.	On 20th inst. at NOON.
TRIESTE	SIER	AM. STR.	—	T. W. Garlick	TO KISEN KAISHA	On 26th inst.
DAKOTA	SIER	BRIT. STR.	—	W. C. T. S. Filmer	TO KISEN KAISHA	In April.
TAIWAN	SIER	BRIT. STR.	1 m.	—	BUTTERFIELD & SWIRE	About 25th inst.
TAIWAN	SIER	BRIT. STR.	—	—	MELCHERS & CO.	On 11th inst. at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	GIBB, LIVINGSTON & CO.	On 28th inst. at NOON.
TAIWAN	SIER	BRIT. STR.	—	—	MELCHERS & CO.	On 2nd Mar. at NOON.
TAIWAN	SIER	BRIT. STR.	—	—	BUTTERFIELD & SWIRE	On 10th inst. at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	MELCHERS & CO.	On 12th inst. at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	PRINCE'S ALICE	To-day at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	OSAKA SHOSEN KAISHA	To-morrow at Daylight.
TAIWAN	SIER	BRIT. STR.	—	—	JARDINE, MATHESON & CO.	On 9th inst. at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	HAMBURG-AMERICA LINIE	On 10th inst.
TAIWAN	SIER	BRIT. STR.	—	—	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	MELCHERS & CO.	On 13th inst.
TAIWAN	SIER	BRIT. STR.	—	—	HAMBURG-AMERICA LINIE	On 24th inst.
TAIWAN	SIER	BRIT. STR.	—	—	OSAKA SHOSEN KAISHA	On 10th inst. Daylight.
TAIWAN	SIER	BRIT. STR.	—	—	BUTTERFIELD & SWIRE	To-morrow at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	MELCHERS & CO.	On 9th inst. at 3 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	SHEWAN, TOMES & CO.	To-morrow at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 5 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	HAMBURG-AMERICA LINIE	On 12th inst. at 4 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	SCANDIA	On 16th inst. at NOON.
TAIWAN	SIER	BRIT. STR.	—	—	PRINCE'S ALICE	To-morrow at 3 P.M.
TAIWAN	SIER	BRIT. STR.	—	—	DAVID SASSEN & CO., LTD.	On 11th inst. at NOON.
TAIWAN	SIER	BRIT. STR.	—	—	CARLOWITZ & CO., LTD.	Quick despatch.

## HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila	On 9th Feb., 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 16th Feb., Noon.
			For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.	15

HONGKONG-NEW YORK.  
AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to SHEWAN, TOMES & CO., GENERAL AGENTS.

Hongkong, 13th November, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

\* SINGAPORE, PENANG & CALCUTTA "NAM SANG" ..... Friday, 8th Feb., 3 P.M.

\* MANILA ..... "LOONGSANG" ..... Friday, 8th Feb., 4 P.M.

\* SHANGHAI ..... "CHOYSANG" ..... Saturday, 9th Feb., 4 P.M.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on through Bills of Lading to Chefoo, Tientsin, (via Chingwanlo) and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 6th February, 1907. 18

EAST ASIATIC CO., LTD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

YOKOHAMA and KOBE ..... "TRANQUEBAR" ..... About 10th Feb.

MARSEILLES, HAVRE, COPENHAGEN and BALISTIC PORTS ..... "KINA" ..... About 17th Feb.

For Further Particulars, apply to MELCHERS & CO. AGENTS.

Hongkong, 16th January, 1907. 9

## VESSELS ON THE BERTH

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN POETS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA; PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "DELTA

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL REMARKS.

SHANGHAI ..... { DELHI ..... } 4 P.M., 7th Freight and  
Capt. J. D. Andrews, R.N.R. Passage.

LONDON, &c., VIA USUAL PORTS) DELTA ..... } On 10th } See Special  
OF CALL ..... Capt. C. L. Daniel ..... } February } Advertisement.

For further Particulars, apply to

F. A. HEWETT,

Superintendent.

Hongkong, 6th February, 1907.

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS TO SAIL

CEBU and ILOILO ..... KAIFONG ..... On 7th Feb., 4 P.M.  
AMOY, NINGPO & SHANGHAI ..... TAMSUI ..... On 8th Feb., 4 P.M.  
SHANGHAI ..... YOCHOW ..... On 11th Feb., 4 P.M.  
MANILA, ZAMBOANGA, POET ..... DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE ..... TAIYUAN ..... On 11th Feb., 4 P.M.

YOKOHAMA and KOBE ..... TSINAN ..... On 12th Feb., 4 P.M.  
TAMING ..... On 12th Feb., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Univalved Table. A duly qualified Steamer is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates, or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

11

Hongkong, 6th February, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR THE CO'S S.S. LEAVING  
TANSUI VIA SWATOW, ("JOSHIN MARU") SUNDAY, 10th Feb.,  
Capt. H. OHTA at DAYLIGHT.  
+ SHANGHAI VIA SWATOW, ("SOSHU MARU") FRIDAY, 8th Feb.,  
AMOY AND FOOCHOW, Capt. T. SUBURA at DAYLIGHT.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Univalved Table. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th February, 1907.

T. ARIMA, Manager. 14

PASSENGER SEASON  
1907.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"  
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,  
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON  
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 FIRST AND £42 SECOND SALOON.  
To LONDON—£65 FIRST AND £44 SECOND SALOON.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL  
LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG,

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,

NORTH AND SOUTH AMERICAN PORTS,

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

GNEISENAU ..... WEDNESDAY 13th February  
PREUSSEN ..... WEDNESDAY 27th February  
PRINZESS ALICE ..... WEDNESDAY 13th March  
PRINZ LUDWIG ..... WEDNESDAY 27th March  
\* SACHSEN ..... WEDNESDAY 27th March  
ZITEN ..... WEDNESDAY 10th April  
PRINZ REGENT LUFTPOL ..... WEDNESDAY 24th April  
PELZ BIELEFRIEDRICH ..... WEDNESDAY 8th May  
BAUERN ..... WEDNESDAY 22nd May  
PRINZ HEINRICH ..... WEDNESDAY 5th June  
SCHAUMBURG ..... WEDNESDAY 19th June  
ROON ..... WEDNESDAY 3rd July

\* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at NOON, the Steamship "GNEISENAU," Captain G. Bolte, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th Feb., Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Feb., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th Feb.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and a Stewardess. Lines can be washed on board.

Passengers will have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Colombo to Calcutta by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from POST SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

PRINZ WALDEMAR ..... 3277 tons ..... THURSDAY, 28th Feb.  
PRINZ SIGISMUND ..... 3302 tons ..... THURSDAY, 28th Feb.  
MANILA ..... 1790 tons ..... THURSDAY, 25th April

ON THURSDAY, the 28th Day at NOON, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Males, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class  
TO MANILA ..... \$50.00 \$30.00 \$20.00 return \$80.00 \$50.00  
TO NEW GUINEA ..... \$28.00 \$18.10 \$14.00 return \$42.00 \$27.15  
TO BRISBANE ..... \$30.00 \$20.00 \$14.00 return \$54.00 \$36.00  
TO SYDNEY ..... \$33.00 \$23.00 \$15.00 return \$58.10 \$41.10  
TO MELBOURNE ..... \$34.10 \$24.10 \$13.00 return \$62.50 \$44.50  
TO YOKOHAMA ..... \$80.00 \$60.00 \$40.00 return \$170.00 \$120.00  
TO KOBE ..... \$95.00 \$70.00 \$50.00 return \$170.00 \$120.00  
TO HONGKONG ..... \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO) by Imperial Mail Steamer ..... 297.0.0.  
TO EUROPE VIA AUSTRALIA AND AMERICA ..... 360.0.0.

From Australia to New York via Vancouver by the C.P.R. Steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZESS ALICE" ..... Wednesday, 13th Feb.  
KOBE & YOKOHAMA, "PRINZ LUDWIG" ..... Wednesday, 27th Feb.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to NEW YORK by the O.P.R. Co.'s steamers, P.M.S.S. Co., O. & O.S.S. Co., T. K. & Co. and from NEW YORK to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:

1st Class  
To London via Plymouth or Southampton ..... \$62.0.0  
To Bremen ..... \$63.0.0  
To Paris via Cherbourg ..... \$65.0.0  
To Naples, Genoa via Gibraltar ..... \$65.0.0

Passage money payable in local currency at current eight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration)

B.M.S. LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPEROR OF INDIA" 6,000 Tons THURSDAY, 14th Feb. ... 4th Mar.  
"ATHENIAN" 5,682 Tons WEDNESDAY, 20th Feb. ... 16th Mar.  
"MONTEAGLE" 6,163 Tons WEDNESDAY, 27th Feb. ... 24th Mar.  
"EMPEROR OF JAPAN" 6,000 Tons THURSDAY, 14th Mar. ... 1st April.  
"TARTAR" 4,425 Tons WEDNESDAY, 27th Mar. ... 20th April.  
"EMPEROR OF CHINA" 6,000 Tons THURSDAY, 14th April ... 20th April.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, N.B. with the Co.'s NEW PALATIA "EMPEROR" Steamers, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence 280; via New York 282.

Intermediate Steamers ..... 240. .... 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Blake Pier.

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SABANG BAY  
COALING STATION,  
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.  
Coaling Agents—HAL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Strait of Malacca, for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMRLIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and Provisions at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong,

JAVA-CHINA-JAPAN LIJN,  
YORK BUILDINGS. 1220

Hongkong, 1st December, 1906.

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Cutler, Palmer & Co.'s

KIVI MANU, Japanese str., 1,448, S. Hirai, 4th February—Saigon 24th Jan., Rice, Paddy and Bean—Chinese.

KNIVELBERG, German str., 6,166, C. Jungmann, 3rd February—Macao 3rd February, Ballast—Johens & Co.

KOWLOON, German str., 2,353, H. Stohr, 2nd January

## POST OFFICE NOTICES.

## CHINESE NEW YEAR'S HOLIDAYS.

On Wednesday, the 13th inst., the General Post Office and Branch Offices will be open for the despatch of the German mail for Europe till 11 a.m. There will be no delivery of letters. On Thursday, the 14th inst., the General Post Office and Branch Offices will be open for the despatch of the mail for Canada till 11 a.m. The Money Order Office will be entirely closed on these three days.

The Doric, with the American mail, left Shanghai on Tuesday, the 6th instant, a.m., and may be expected here to-day.

## FOR

## PEK

## DAT.

Sratow and Bangkok		Lockton	Thursday, 7th, 9.00 A.M.
Moj		Wakamatsu Maru	7th, 1.00 P.M.
Macao		Dufay	7th, 1.15 P.M.
Swallow and Bangkok		Katson	7th, 2.00 P.M.
Cebu and Manila		Sui Tai	7th, 2.15 P.M.
Macao		Namang	7th, 2.30 P.M.
Singapore, Penang and Calcutta		Tamewi	7th, 3.00 P.M.
Anony, Ningpo and Shanghai		Loesang	7th, 4.00 P.M.
Manila		Babi	7th, 4.15 P.M.
Macao		Sui Tai	9th, 3.00 P.M.
Shanghai	(AMENDED NOTICE)	Choyang	
Europe and India in "Amoy"			
The Parcel mail will be closed on Saturday, the 8th inst., at 5 p.m.			
Singapore, Penang and Bombay			
Macao			
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth			
Yokohama and Kobe			
Manila			

TO-DAY.  
Sale, Japanese Goods, &c., Sales Room, Mr. C. de M. C. Vieira-Kibeiro, 230 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

Feb. 5th.

ON LONDON.—	Telegraphic Transfer	221
	Bank Bills, on demand	221
	Bank Bills, at 90 days' sight	223
	Bank Bills, at 4 months' sight	231
	Credit, at 4 months' sight	231
	Documentary Bills, 4 months' sight	231
ON ALE.—		
	Bank Bills, on demand	223
	Credit, at 4 months' sight	231
ON GERMANY.—		
	On demand	230
ON NEW YORK.—		
	Bank Bills, on demand	54
	Credit, 60 days' sight	55
ON BOMBAY.—		
	Telegraphic Transfer	166
	Bank, on demand	166
ON CALCUTTA.—		
	Telegraphic Transfer	166
	Bank, on demand	166
ON SHANGHAI.—		
	Bank, at sight	73
	Private, 30 days' sight	73
ON YOKOHAMA.—	On demand	109
ON MANILA.—	On demand—Peso	109
ON SINGAPORE.—	On demand	41 p.c.p.m.
ON BATAVIA.—	On demand	134
ON HAIPHONG.—	On demand	134
ON SAIGON.—	On demand	1 p.c.p.m.
ON HANOI.—	On demand	64
SHILLINGS, Bank's Buying Rate	\$4.80	
GOLD LEAF, 10 fine, per tael	\$4.80	
BAR SILVER, per oz.	311	

## OPIUM.

Feb. 6th.

Quotations are—	Allow'd not, to 1 catty.
Malwa New	\$860 to — per picul.
Malwa Old	\$860 to —
Malwa Older	\$920 to —
Malwa Y. Old	\$960 to —
Peshawar fine quality	\$600 to —
Peshawar extra fine	\$675 to —
Peshawar New	\$882 to — per cheet.
Peshawar Old	\$912 to —
Burma New	\$812 to —
Burma Old	\$812 to —

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The O & C. str. Doric left Shanghai on the 5th inst., a.m., for this port, and is due to arrive early Thursday morning, the 7th inst.

## THE GERMAN MAIL.

The I.G.M. str. Gneisenau left Kotsu via Nagasaki and Shanghai on Sunday, the 3rd inst., at 6 p.m., and may be expected here on or about Monday, the 11th inst.

The I.G.M. str. Prinzess Alice left Colombo on Monday, the 4th inst., a.m., and may be expected here on or about Wednesday, the 13th inst., p.m.

## THE CANADIAN MAIL.

The C.P.E. str. Empress of Japan left Vancouver on Friday, the 25th Jan., p.m., for Hong Kong via the usual ports of call.

## MERCHANT STEAMERS.

The Gibb, Livingston & Co.'s Ben Line str. Bendix, from Antwerp and London, left Singapore on the 31st ult. for this port.

The C.N. str. Tsim left Port Darwin on the 28th Jan., at daylight, and may be expected here on the 7th Feb.

The J.C.-J. Linstr. Tjilatjor left Kobe for this port on the 19th Jan., and may be expected here on or about the 7th Feb.

The str. Sihh sailed from Shanghai on the 3rd inst. for Hong Kong via Foochow, and is expected here to arrive here on the 7th inst.

The H.A.L. str. Scandia, from Hamburg, left Singapore for this port on the 2nd inst., a.m., and may be expected here on or about the 8th inst.

The N.D.L. str. Farhers left Singapore on Sunday, the 3rd inst., at 8 a.m., and may be expected here on or about Saturday, the 9th inst.

The N.Y.K. str. Kurechi Maru (European Line) left Singapore for this port on the 3rd inst., and is expected here on the 9th inst.

The N.Y.K. str. Tora Maru (American Line) left Sime for this port via Moji and Shanghai on the 1st inst., and is expected here on the 10th inst.

The J.C.-J. Linstr. Tjilatjor left Macassar for this port on the 2nd inst., and may be expected here on or about the 10th inst.

The C.P.R. str. Atherton arrived at Nagasaki at noon on Monday, the 4th inst., and left again at 6 p.m., same day, for Shanghai, where she is due to arrive at 4 p.m. on Wednesday, the 6th inst.

The N.Y.K. str. Bombay Maru (Bombay Line) left Bombay for this port on the 2nd inst., and is expected here about the 22nd inst.

The Boston S.S. Co.'s str. Trenton, from Pacific Coast, arrived at Yokohama on the 30th Jan.



NAPIER JOHNSTONE'S  
SQUARE BOTTLE WHISKY.

SHIPPIERS  
CUTLER, PALMER & CO., LONDON  
AGENTS  
LANE, CRAWFORD & CO.  
HONGKONG

## JOINT STOCK SHARES.

Hongkong, February 6th.

COMPANY.	PAID UP	QUOTATION.
Aihambra	\$300	\$120.
Hongkong & Sh.	\$125	\$25, sellers London, \$108
National Co. of China	\$6	\$61, buyers
Bell's Asbestos E. A.	12. 6d.	\$7, sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & F. Co.	\$10	\$92, sellers
China Prov.	\$10	\$10, sellers
Cotton Mills		
Ewo	£5	£7.4.
Hongkong		£11.
International	£5	£6.
Iew Kung Mow	£10	£10.
Soyhoe	£5	£7.6.
Dairy Farm	£5	£6.
Docks and Wharves—		
H. & W. Wharf & G.	£50	£45, sellers
H. & W. Dock	£50	£14.
New Amy Dock	£50	£11.
Shanghai Dock and Eng. Co. Ltd.	£100	£14.
Shui & H. Wharf	£100	£23. x. n. issue
Fenwick & Co. Geo.	£25	£21, sellers
Green Island Cement	£10	£21, sellers
Hongkong & G. Co.	£10	£17.5, buyers
Hongkong Electric	£10	£16, sellers
H. H. L. Tramways	£100	£21.5.
Hongkong Hotel Co.	£50	£21, buyers
Hongkong Ice Co.	£25	£20.
Hongkong Kope Co.	£10	£21, sellers
Hongkong Water-b	£10	£16.2, sellers
Insurance—		
Canton	£50	£29.5, sellers
China Fire	£20	£18, buyers
China Traders	£25	£10.
Hongkong Fire	£50	£27.5, sellers
North China	£5	£8.6, sellers
Union	£100	£100, buyers
Yangtze	£50	£16.4.
Land and Building—		
Hongkong Land Inv.	£100	£107.
Humphrey's Estate	£10	£12.
Kowloon Land & B.	£50	£34, buyers
Shanghai Land	£50	£104.
WestPoint Building	£25	£15.5, new issue
Mining		
Charbonnages	Fr. 250	Fr. 450, nominal
Raubs	Fr. 10/10	Fr. 14, sellers
Philippines Co.	£10	£5.
Phoenicia—		
China Sugar	£100	£120, sellers
Luzon Sugar	£100	£121, sellers
Steamship Companies—		
China and Manilla	£25	£21, sellers
Douglas Steamship	£50	£36, sellers
H. & C. & M.	£15	£30.
Indo-China S. N.	£10	£17.
Shell Transport Co.	£1	£16.5, buyers
Star Ferry	£10	£20, buyers
No. New...	£5	£20.
South China M. Post	£25	£24.
Steam Laundry Co.	£5	£5.
Stores & Dispensaries	£10	£10, sellers
Campbell M. & Co.	£10	£12, buyers
Powell & Co. Wm.	£10	£14, buyers
Watkins	£10	£25.
Watson & Co. A. S.	£10	£12, sellers
United asbestos	£4	£10, buyers
Do. Founders	£10	£150.

## VERNON &amp; SMYTH.

## TO LET

## TO LET ON LEASE.

From 1st JANUARY, 1907.

## N. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.

Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.

Apply to— ARRATOON V. APCAR &amp; CO.

45, Wyndham Street.

Hongkong, 24th October, 1906. [101]

## TO LET.

## TWO Comfortable and well Furnished

Bedrooms with Board in private family; Upper level; Charges Moderate.

Apply by letter to— G. H.

Care of "Daily Press" Office.

Hongkong, 1st February, 1907. [328]

## TO LET.

## NO. 28, LEIGHTON HILL ROAD